



MAYOR AND COUNCIL AGENDA

NO.

DEPT.: Community Planning and Development Services

DATE: December 16, 2004

Contact: Scott E. Parker, AICP, Planner III

ACTION: Public Hearing on Preliminary Development Plan application PDP2004-00009: To allow for a 26-acre mixed-use development of office, residential and retail uses at the Twinbrook Metro station.

Washington Area Metropolitan Transit Authority (WMATA) and Twinbrook Commons, L.L.C. applicants.

ACTION STATUS:

FOR THE MEETING OF: 01/10/05

INTRODUCED

PUB. HEARING

INSTRUCTIONS

APPROVED

EFFECTIVE

ROCKVILLE CITY CODE,

CHAPTER

SECTION

☐ CONSENT AGENDA

RECOMMENDATION: Conduct Public Hearing and hold the public record open for a period of two weeks, until 5:00pm, January 24.

IMPACT: ☐ Environmental ☐ Fiscal ☒ Neighborhood ☐ Other:

Approval of the PDP will facilitate redevelopment of the Twinbrook Metro station by allowing the Twinbrook Commons development to proceed.

BACKGROUND: The applicant has filed an application for a Preliminary Development Plan for a mixed-use development at the Twinbrook Metro station. The 26-acre site is owned by WMATA, who has entered into an agreement with the JBG Companies to develop the area. Of the development area, approximately 16.95-acres will be annexed into the City of Rockville.

Detailed information on the application can be found within the attached staff report (Attachment 2). A summary of the development plan is as follows:

Office:	325,000 square feet
Multi-family residential:	1,700 units
Retail:	220,000 square feet

The Planning Commission considered this application at their meeting of December 14, 2004, and their recommendation is attached (Attachment 1).

PREPARED BY:



Scott E. Parker, AICP, Planner III

12.16.04
Date

APPROVE:



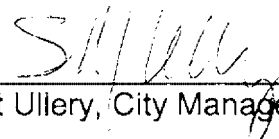
Robert J. Spalding, AICP, Chief of Planning

12.16.4
Date



Arthur D. Chambers, AICP, CPDS Director

12/20/04
Date



Scott Ullery, City Manager

1/6/05
Date

LIST OF ATTACHMENTS:

1. Planning Commission recommendation.
2. Staff report to the Planning Commission.



ATTACHMENT 1


City of Rockville

MEMORANDUM

December 16, 2004

TO: Mayor and Council

FROM: Planning Commission

VIA: Scott E. Parker, AICP, Planner III 

SUBJECT: Planning Commission Recommendation Regarding Twinbrook Commons
Applications: Annexation petition ANX2004-00136; Sectional Map Amendment
MAP2004-00090; Text Amendment TXT2004-00213; Preliminary Development
Plan PDP2004-00009

On December 15, 2004, the Planning Commission, at a regularly scheduled and advertised meeting, reviewed and provided recommendations to the Mayor and Council on the items referenced above, as provided in the Ordinance. The Planning Commission considered all of the applications referenced above together, and provided one comprehensive recommendation.

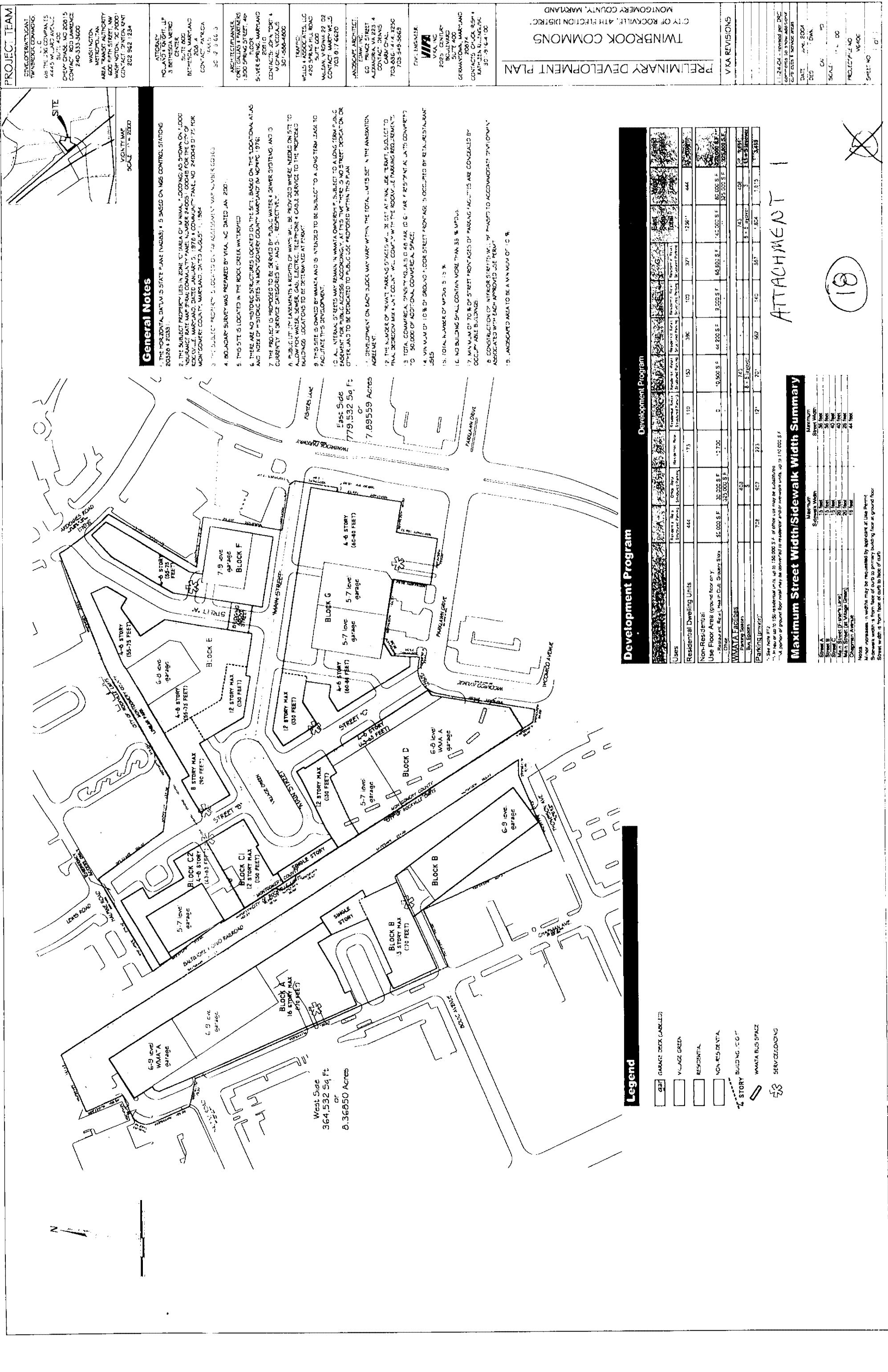
Concerning the first item referenced above, application ANX2004-00136, the Planning Commission conducted a public hearing regarding the annexation of 16.95-acres of property associated with the Twinbrook Commons development. These 16.95 acres are currently under the jurisdiction of Montgomery County. This public hearing item was conducted first, and five members of the public spoke to the application. The response was generally favorable.

The following items, which were considered together, were as follows:

MAP2004-00090—A sectional Map amendment to change the zoning of the 16.95-acres of land to be annexed; to change the zoning of the 1.77-acre Suburban Propane property from I-2 to RPC; and to reaffirm existing RPC zoning on portions of the property adjacent to Chapman Avenue.

TXT2004-00213—Text Amendment to amend Article 14, creating a new Section 25-710-28, creating an optional method of development for proposals near the Twinbrook Metro station.

①



PROJECT TEAM

ENGINEER/ARCHITECT

TWINBROOK COMMONS

1111 C

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SUITE 400

CHESAPEAKE, VA 22091-1515

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AREA TRANSIT AUTHORITY

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ATTORNEY

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CIVIL ENGINEER

VIA, INC.

2025 CENTURY

BEVERLYWOOD

SUITE 400

GERMANTOWN, MARYLAND

20878

CONTACT: CLAYTON BISH

703.533.3600

PRELIMINARY DEVELOPMENT PLAN

MONTGOMERY COUNTY, MARYLAND

CITY OF ROCKVILLE, 4TH ELECTION DISTRICT

VIA REVISIONS

1. 24.04.2011 - revised per DRC comments to show additional 6.75 acres & service area

DATE: 24.04.2011

BY: JHW

SCALE: 1" = 100'

PROJECT: TWINBROOK COMMONS

SHEET NO: 1 OF 1

General Notes

- THE PROPOSED DEVELOPMENT IS BASED ON THE STATE PLAT MAP (NO. 103) & IS BASED ON THE CONTROL STATIONS 20326 & 20327.
- THE SUBJECT PROPERTY LIES IN ZONE "C" AREA OF "MINIMAL" DENSITY, AS SHOWN ON "LOCAL INSURANCE RATE MAP" (LOCAL COMMUNITY PANEL NUMBER 24005) CODES FOR THE CITY OF ROCKVILLE, MARYLAND, DATED JANUARY 5, 1976 & COMMUNITY PANEL NO. 240048 DATED FOR MONTGOMERY COUNTY, MARYLAND, DATED AUGUST 1, 1984.
- THE SUBJECT PROPERTY IS LOCATED ON THE ADJACENT MAP NUMBER 103043.
- BOUNDARY SURVEY WAS PREPARED BY VIA, INC. DATED JAN. 2001.
- THIS SITE IS LOCATED IN THE ROCK CREEK WATERSHED.
- THERE ARE NO HISTORIC STRUCTURES LOCATED ON THE SITE, BASED ON THE LOCATION ATLAS AND INDEX OF HISTORIC SITES IN MONTGOMERY COUNTY, MARYLAND (MCMC) 1976.
- THE PROJECT IS PROPOSED TO BE SERVED BY PUBLIC WATER & SEWER SYSTEMS AND IS CURRENTLY IN SERVICE CATEGORIES "W" AND "S", RESPECTIVELY.
- A PUBLIC UTILITY LAYOUTS & RIGHTS OF WAY WILL BE PROVIDED WHERE NEEDED ON SITE TO ALLOW FOR WATER, SEWER, GAS, ELECTRIC, TELEPHONE & CABLE SERVICE TO THE PROPOSED BUILDINGS. LOCATIONS TO BE DETERMINED AT PERMIT.
- THIS SITE IS OWNED BY WATKINS AND IS INTENDED TO BE SUBDIVIDED TO A LONG TERM LEASE TO FACILITATE THIS DEVELOPMENT.
- INTERNAL STREETS MAY REMAIN IN WATKINS OWNERSHIP, SUBJECT TO A LONG TERM PUBLIC EASEMENT FOR PUBLIC ACCESS, ACCORDING TO THE "WATKINS" DEED, NO STREET DEDICATION OR OTHER LAND TO BE DEDICATED TO PUBLIC USE PROPOSED WITHIN THIS PLAN.
- DEVELOPMENT ON EACH BLOCK MAY VARY WITHIN THE TOTAL LOTS SET IN THE ANNEXATION AGREEMENT.
- THE NUMBER OF "WATKINS" PARKING SPACES WILL BE SET AT FINAL USE PERMIT, SUBJECT TO FINAL DEDICATION AND "WATKINS" WILL COMPLY WITH THE ROCKVILLE PARKING REQUIREMENTS.
- TOTAL COMMERCIAL, RESIDENTIAL & "WATKINS" TOTALS TO 6.75 ACRES, 10.6 FAR & 2,500,000 S.F. TO 50,000 OF ADDITIONAL COMMERCIAL SPACE.
- A MINIMUM OF 10% OF GROUND FLOOR STREET FRONTAGE IS OCCUPIED BY RETAIL/RESTAURANT USES.
- TOTAL NUMBER OF APPLICABLE FAR IS 10.6.
- NO BUILDING SHALL CONTAIN MORE THAN 35% WOOD.
- MINIMUM OF 70% OF STREET FRONTAGES OF PARKING FACILITIES ARE CONCEALED BY OCCUPYABLE BUILDINGS.
- CONSTRUCTION OF NEW/REPAIR STREETS, WALKWAYS, TO ACCOMMODATE DEVELOPMENT ASSOCIATED WITH EACH APPROVED USE PERMIT.
- LANDSCAPED AREA TO BE A MINIMUM OF 10%.

Development Program

Uses	Residential Units	Office Space	Other Space	Residential Units	Office Space	Other Space	Residential Units	Office Space	Other Space
Residential Dwelling Units	444	110	150	390	100	371	444	110	150
Non-Residential									
Use Floor Area (ground floor only)									
Residential	51,000 S.F.	30,000 S.F.	12,700	0	10,500 S.F.	64,200 S.F.	60,000 S.F.	42,000 S.F.	12,000 S.F.
Other	320,000 S.F.	320,000 S.F.					320,000 S.F.	320,000 S.F.	320,000 S.F.

WATKINS

Block	Area	Use	Area	Use	Area	Use
Block A	16.5	WATKINS	16.5	WATKINS	16.5	WATKINS
Block B	16.5	WATKINS	16.5	WATKINS	16.5	WATKINS
Block C	16.5	WATKINS	16.5	WATKINS	16.5	WATKINS
Block D	16.5	WATKINS	16.5	WATKINS	16.5	WATKINS
Block E	16.5	WATKINS	16.5	WATKINS	16.5	WATKINS
Block F	16.5	WATKINS	16.5	WATKINS	16.5	WATKINS
Block G	16.5	WATKINS	16.5	WATKINS	16.5	WATKINS

Parking (Impervious)

Block	Area	Use	Area	Use	Area	Use
Block A	16.5	WATKINS	16.5	WATKINS	16.5	WATKINS
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Maximum Street Width/Sidewalk Width Summary

Street	Maximum Street Width	Maximum Sidewalk Width
Street A	15 feet	5 feet
Street B	15 feet	5 feet
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Street K	15 feet	5 feet
Street L	15 feet	5 feet
Street M	15 feet	5 feet
Street N	15 feet	5 feet
Street O	15 feet	5 feet
Street P	15 feet	5 feet
Street Q	15 feet	5 feet
Street R	15 feet	5 feet
Street S	15 feet	5 feet
Street T	15 feet	5 feet
Street U	15 feet	5 feet
Street V	15 feet	5 feet
Street W	15 feet	5 feet
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Street Y	15 feet	5 feet
Street Z	15 feet	5 feet

Notes

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Sidewalk width is from face of curb to primary building floor at ground floor.

Street width is from face of curb to face of curb.

Legend

Garage Deck (Cable)

Village Green

Residential

Non-Residential

1-2 Story Building

WATKINS BUS SPACE

Service/Loading

West Side

364,532 Sq. Ft.

or

8.36850 Acres

East Side

779,532 Sq. Ft.

or

7.89559 Acres

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ATTACHMENT 1

18

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ENGINEER/ARCHITECT

TWINBROOK COMMONS

1111 C

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PRELIMINARY DEVELOPMENT PLAN

MONTGOMERY COUNTY, MARYLAND

CITY OF ROCKVILLE, 4TH ELECTION DISTRICT

VIA REVISIONS

1. 24.04.2011 - revised per DRC comments to show additional 6.75 acres & service area

DATE: 24.04.2011

BY: JHW

SCALE: 1" = 100'

PROJECT: TWINBROOK COMMONS

SHEET NO: 1 OF 1

PDP2004-00009- Preliminary Development Plan (PDP) for the development of the Metro site.

The Planning Commission voted 6-0 to recommend approval of all the applications of the proposal. Specific comments from the individual commissioners are noted below.

Commissioner Johnson started the deliberations, stating that the concept is terrific, and is looking forward to the use permits to look at the proposal's details.

Commissioner Holz echoed Mr. Johnson's comments, adding that he commended the applicant for its outreach efforts to the community. He also stated that everyone is worried about traffic, but that Smart Growth starts at the Metro.

Commissioner Mullican stated that she has always supported this project, and has been impressed with the support and reasonableness of the Twinbrook Citizens Association (TCA). She stated that traffic was going to increase no matter what, and that this was a good development.

Commissioner Ostell stated that she supported the proposals. She further stated that the Montrose (and perhaps other) neighborhoods should have more input. Although expressing some concern over the project, she did compliment the applicant on their design and environmentally sensitive features.

Commissioner Britton also complimented the applicant on its outreach efforts and stated that the field visit was very helpful. He further stated that cut-through traffic should be addressed.

Chairman Hilton commented last, stating that the proposal contained a lot of positives. He also stated that an awful lot of residential units are coming online, and that at some point the City will need to address the issue of adequacy of fire protection through any APFO discussions.

/sep

(2)

**CITY OF ROCKVILLE PLANNING DIVISION
STAFF REPORT**

December 7, 2004

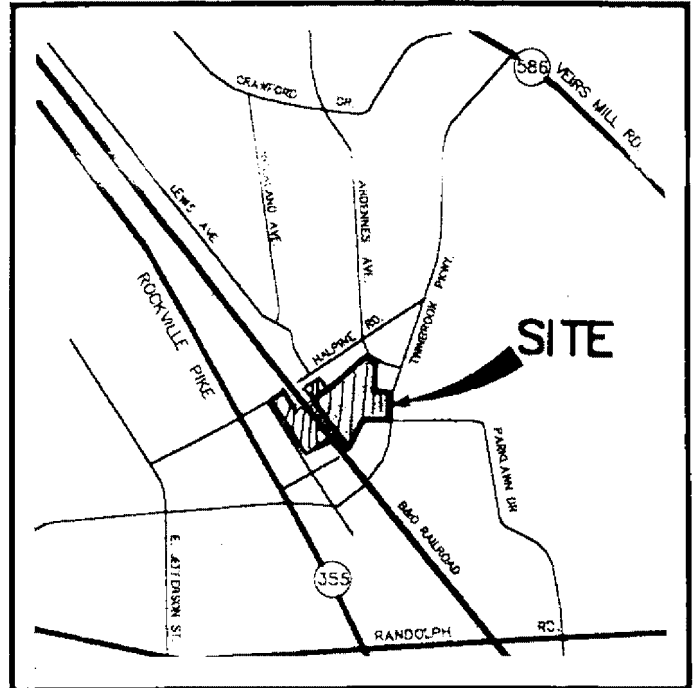
SUBJECT: Preliminary Development Plan
Application PDP2004-00009 –
26 acres of the WMATA
Twinbrook Metro Site
Twinbrook Commons

Applicant: Holland and Knight, LLP,
Attorneys for:
The JBG Companies
Suite 800, 3 Bethesda Metro Ctr
Bethesda, MD 20814-6301

Owner: Washington Metropolitan Area
Transit Administration
(WMATA)
600 5th Street NW
Washington, DC 20001

Date Filed: October 29, 2004

Location: The Twinbrook Metro station, bounded by Chapman Avenue to the west,
Twinbrook Parkway to the east, Ardennes Avenue to the south



REQUEST:

The applicant requests approval of a Preliminary Development Plan to redevelop the 26-acre Twinbrook Metro station site with 1,700 dwelling units, 220,000 square feet of retail and 325,000 square feet of office.

RELATED ACTIONS:

- ANX2004-00136, to annex 16.95 acres of the project currently within Montgomery County jurisdiction. Status: pending.
- MAP2004-00090, to facilitate zoning change on the annexed portion of the site to RPC, to change the zoning on the 1.77-acre Suburban Propane piece to RPC, and re-affirm the RPC zoning of the portion of the project located on the east side of the tracks. Status: pending.
- TXT2004-00213, to amend Article XIV, creating new Section 21-710.28 to provide for a Preliminary Development Plan Optional Method of Development in the RPC zone. Status: pending

(3)

- Preliminary Plan 1-04054, approved by Montgomery County for the portion of the project within current County jurisdiction, May 6, 2004.
- Site Plan 8-05011, for Phase I development within Montgomery County. Scheduled for review December 9, 2004.

RELEVANT ISSUES

In reviewing the application, the following issues emerged and have been addressed:

- Compatibility with the Citywide Master Plan recommendations.
- Compatibility with County's North Bethesda Sector Master Plan recommendations.
- The relationship to other adjoining uses around the site.
- Traffic impact, access, on-site circulation and parking needs.
- Maintenance of all WMATA parking facilities during construction.
- Phasing of the project.
- Impact on public schools and other public facilities.

ANALYSIS

Background

The project is located at the southernmost boundary of the City, with the Twinbrook Metro station serving as the focal point of the development. The 26-acre site currently has 16.95 acres within Montgomery County on the east side of the Metro and CSX tracks. The balance of the project is within the City of Rockville, on the west side of the tracks. The only piece of the project east of the tracks within the City of Rockville is a 1.77-acre property that is commonly referred to as the Suburban Propane site.

In order to facilitate the development, the applicant has proposed annexing the portions of the property referenced above that are in Montgomery County into the City of Rockville. This will be accomplished by the related cases referenced above. These include the Annexation petition, the Map Amendment to change and reaffirm zoning, and the Text amendment, which facilitates this PDP application by creating a new section within the Ordinance that allows for a PDP Optional Method approval process.

Property Description

The subject property encompasses the 26 acres of WMATA-owned property that comprises the Twinbrook Metro site. The Twinbrook Metro station serves as the focal point of the development. The east side of the tracks, which is the portion of the property that is within Montgomery County (except for the Suburban Propane site), is comprised of a large paved parking facility for WMATA and a tree-lined drive that enters the site from Ardennes Avenue.

There are also two large stormwater management ponds located on the property nearest the vehicular ingress and egress from Ardennes Avenue, which then connects to Twinbrook Parkway. A pedestrian path to the Metro station currently exists at the end of Fisher's Lane. This path crosses Twinbrook Parkway and continues toward the buildings located at the end of Fisher's Lane on the west side of Twinbrook Parkway.

A series of small industrial buildings are situated on the periphery of the project adjacent to the Parklawn Drive and Twinbrook Parkway intersection. On the northern boundary of the project on the east side of the tracks are properties that are zoned I-1 and I-2, Light Industrial. There is also the Halpine Walk townhouse community that shares the northern border of the project, as well as a small single-family house and garage that serves as a non-conforming business use. All of these properties are adjacent to Halpine Road, which provides their ingress and egress.

On the other side of Halpine Road is the Twinbrook neighborhood, which is comprised of R-60 zoned single-family, detached housing. There is a strip of I-2 zoned property adjacent to Lewis Avenue and Halpine Road. The previously mentioned Suburban Propane site is the only portion of the Twinbrook Commons development that is adjacent to Halpine Road, at the terminus of Lewis Avenue.

On the west side of the tracks, which is currently within the City's jurisdiction, the subject property is surrounded by all RPC zoned property, including assorted two to six-story office buildings and the Doubletree Hotel. The southern boundary on the west side is a one-story industrial facility. The subject site itself is encompassed exclusively with surface parking for WMATA.

Interrelationship between the Preliminary Development Plan (PDP) and the Use Permits

The PDP sets the overall levels of development at a concept plan level. The PDP is implemented by a subsequent Use Permit(s) that serves as the detailed site plan and the point at which compliance with the development standards (setbacks, height, parking requirements) and the design guidelines are evaluated.

The concept plan identifies the total amount of development (by type), building heights, number of parking spaces, and density envelopes. This is the plan that will be acted on by the Mayor and Council. Minor reallocations of densities may be allowed during the approval of Use Permits, as long as the overall density envelopes are not exceeded.

The second plan is an illustrative plan that shows proposed details that will be fully evaluated as part of the subsequent use permits. The illustrative plan is an exhibit in the PDP approval, but the actual layouts are not approved as part of the PDP. The illustrative plan with this proposal shows the intent of the development, establishes access points, and provides a sense of the scale and design of the proposed buildings.

Proposal

The Preliminary Development Plan (PDP) has been filed under the guidelines established by a proposed text amendment TXT2004-00213 (attached), which provides an alternative method of

optional development within the RPC zones for large tracts of land located in close proximity to a metro station entrance. The following are germane and relevant items associated with the text amendment:

Application

1. Minimum of ten acres
2. Located within 1,200 feet of a Metro station entrance
3. RPC zone

Process

1. Approval of a Preliminary Development Plan (PDP) for the entire site by the Mayor and Council
2. Subsequent approval of Use Permits for individual phases by the Planning Commission

Preliminary Development Plan Approval

1. PDP indicating uses, densities, heights and general locations of uses and roads
2. Trip Reduction Agreement
3. Twelve-year Adequate Public Facilities validity period

Development Standards

1. Residential and commercial uses required, with a minimum of ten percent ground floor retail
2. Maximum commercial density of 1.0 FAR.
3. Maximum heights for residential structures—170 feet if 300 feet or more from single family detached residential property; otherwise 140 feet
4. Maximum height for commercial structures—170 feet if 300 feet or more from single family detached residential property; otherwise 110 feet.
5. Setbacks from off-site, single family detached residential units—one foot for every three feet of height.

Uses

Total Development

1. 1,700 multi-family dwelling units
2. 220,000 square feet of ground floor retail and restaurant uses
3. 325,000 square feet of office

Location of Development

1. West Side¹
 - a. 450 multi-family dwelling units in a high-rise building and a mid-rise multi-family building
 - b. 80,000 square feet of ground floor retail and restaurant uses
 - c. 325,000 square feet of office use in a high-rise building

1 Alternative development on west side: 650,000 office in two high-rise buildings; 50,000 square feet of ground floor retail and 74-multi-family units in a mid-rise building lining the parking garage

2. East Side

- a. 110 units in mid-rise building on Suburban Propane parcel
- b. 1,146 units in high-rise (i.e., eight stories or above) and mid-rise (i.e., four to seven stories) buildings²
- c. 140,000 square feet of ground floor retail and restaurant uses

Multi-family Unit Types--The overall unit type may include from 40% to 70% one-bedroom units; 20% to 50% two-bedroom units; and 5% to 20% remaining types, including studios and two-bedroom units with dens.

Heights

1. Sixteen stories (170 feet) for the residential building located on the west side.
2. Twelve (145 feet) for all structures on east side fronting the village green, except the structure located closest to the Halpine Walk townhouse complex, which may be eight (8) stories (85 feet)
3. Six stories (75 feet) for all remaining residential structures on east or west side³

PDPs are approved by the Mayor and Council. The subsequent use permit(s) are approved by the Planning Commission and be in conformance with the provisions of the approved PDP. A chart summarizing the development on a block level is attached (see Attachment 2).

It should be noted that the applicant has had numerous meetings with the community and City staff regarding this project. As a result of this continuous outreach effort, the following changes have been made to the Twinbrook Commons plan:

1. Applicant introduced Linear Park to buffer development and the adjacent townhouse neighbors
2. Added a fence and additional landscaping to the linear park.
3. Closed off Lewis Avenue connection to vehicular traffic.
4. Added green screen to parking garage along the townhouses to create a greener edge.
5. Closed off parking garage façade along townhouses to limit headlight pollution from garage.
6. Reduced 14-story building to 8 stories near townhouses.
7. Reduced four-14 story buildings to 12 stories around village green.
8. Modified design of Chapman Avenue to accommodate bike trail.
9. Introduced lofts and live/work units to residential unit mix.
10. Seeking Musical Theater Center company as part of public art requirement.

² Up to 150 residential units may be replaced with up to 150,000 square feet of office.

³ Alternative office on east side would be maximum of six stories (80 feet)

11. Introduced Music concert pavilion in the Village green.
12. Agreed to exceed Public Art Requirement.
13. Increased open space to 25% of site area. 10% open space required.
14. Adjusted Montgomery County MPDU requirement from 12.5% to 15% to meet Rockville requirements.
15. Agreed to target MPDU's toward seniors
16. Adjusted uses on the West side; changed office building to residential building to reduce peak-hour trips and increase metro ridership.
17. Providing a tot-lot on the Village Green

Parking

One of the primary requirements of this development as mandated by WMATA is that all of the parking provided for Metro, approximately 1,150 spaces be maintained. In addition, all of the spaces must be made available at current levels throughout the development project phasing. This is being accomplished through the construction of a parking structure within Phase I of the development on the west side of the project, and a temporary surface parking lot on the east side during initial stages of construction.

Parking for the retail and office are provided per Section 25-710.27(9) a & b of the Ordinance, which states:

- a. Office, general or professional: Not less than 2.3 nor more than 2.7 parking spaces for each one thousand (1,000) square feet of gross floor area.
- b. Retail sales, trade or merchandising, except furniture stores and restaurants, when included as an integral part of a mixed use building or residential building: Not less than 2.3 nor more than 7.5 parking spaces for each one thousand (1,000) square feet of gross leasable area.

Parking requirements for all other uses shall be provided for in Section 25-395 of the Ordinance. Residential units shall provide parking as follows:

One bedroom (or less) units	1 space
Two-bedroom units	1 ¼ space
Three or more bedrooms	2 spaces

It should be noted that the applicant has stated that the final parking numbers will be established at the time of use permit, when all of the mix of unit types and commercial uses are known. At present, the applicant is proposing 3,419 parking spaces in addition to the 1,150 WMATA spaces. Parking shall at all times comply with the guidelines established within this report.

Moderately Priced Dwelling Units (MPDUs)

The City of Rockville requires that 15% of the residential units be MPDUs. Based on this percentage, 255 units will be MPDUs. The applicant has offered that a percentage of these units will be made available as age restricted (age 55 and above) active senior housing. If the units are not all taken by seniors, then the remaining units would be offered to other qualified persons or households on the City's or County's waiting lists. It should be noted that Montgomery County

requirements for MPDUs are 12.5%. Therefore they are increasing the MPDUs on the County parcel by 28 units.

Schools

Montgomery County Public Schools has indicated that there is sufficient school capacity to accommodate the proposed Twinbrook Commons development of 1,700 residential units. The generation rates used in the staff's calculations are the official rates provided by MCPS for high-rise multi-family residential and garden apartment (four story or less) development. The MCPS and M-NCPPC staffs are still working on updating the school generation rates as they apply to transit oriented developments such as this one. These generation rates are anticipated to be considerably lower than the existing rates. It should be noted that while the project is anticipated to generate a relatively low number of students, the applicant is still required to pay a school impact tax, which equals \$2.3 million.

It should be noted that MCPS has already determined that adequate school capacity exists for 1,114 residential units in conjunction with the Montgomery County approvals. The schools associated with the County approvals are Twinbrook Elementary, Julius West Middle School and Richard Montgomery High School. The additional 586 units associated with the application that were not part of the Montgomery County approval have been more recently evaluated by MCPS. The anticipated student generation rate for the previously approved portion of Twinbrook Commons is as follows:

	County Portion (1,114 dus)	City Portion (586 dus)	Total (1,700 dus)
Student Generation:			
Elementary - Farmdale Elementary	0	30	30
Twinbrook Elementary	75	10	85
Middle - Tilden Middle School	0	11	11
Julius West	26	4	30
High School- Richard Montgomery	19	3	22
Walter Johnson	0	8	8

Capacity:

Twinbrook and Farmland - available capacity exists through 2010 (projections do not go beyond 2010)

Middle School-available capacity from 2007 through 2020

High School-available capacity from 2007 through 2020

For planning purposes, we assume that this project will not be fully occupied until the 2018 school year. The adopted MCPS CIP provides the following for that horizon school year:

With the proposed development, the elementary and middle schools will remain within program capacity. As indicated by the applicant in their discussions with Montgomery County Public Schools, the generation rates for this type of development may in fact be overstated, given the transit-oriented nature of the development.

Forestry

The applicant proposes to preserve existing trees within a linear park that will abut the existing Cambridge Walk townhouses on Halpine Road. The applicant has also proposed meeting afforestation and tree replacement requirements on site.

Open Space and Recreation

The application proposes to exceed the minimum 10% green space requirement of the RPC Zone by providing approximately 25% open space. The applicant will be providing a variety passive and active open space opportunities, including a large Village Green park, a linear park adjacent to the Cambridge Walk townhouses, roof-top courtyards, private parks and courtyards within various locations of the development. The applicant will also be providing significant open space areas in the form of hardscape treatments, transit plazas, wide sidewalks and gathering areas along the main streets of the development. The applicant will also provide on-site recreation amenities, a tot lot playground for ages 2-12 years, and walking paths. The applicant will finalize the details of the specific plans during the use permit phase. The applicant has also stated that they will provide fitness facilities within buildings. It should be noted that applicant has stated that they will consider a contribution towards recreation facilities in the surrounding neighborhood such as Twinbrook to supplement on-site facilities. Details of this have not been finalized.

Public Sewer

The development is located in the Rock Creek sewershed and in the headwaters of the Rock Creek watershed. Both the City of Rockville and Washington Sanitary Suburban Commission (WSSC) will provide sewer service for Twinbrook Commons.

Generally, the west portion of the development will be served by Rockville and the east portion will be served by WSSC. The sewer servicing the site will connect to the existing Rock Creek Outfall Sewer near the Veirs Mill Road and Twinbrook Parkway intersection. The applicant will design and construct all on-site sewer systems to service the development. Blue Plains Wastewater Treatment Plant in the District of Columbia will provide wastewater treatment. Treatment allocation will be based on the development location; the development within the Washington Suburban Sanitary District (WSSD) will be allocated to WSSC and the remainder will be allocated to Rockville.

The Rock Creek sewer system was analyzed and portions of the on-site system do not have adequate capacity to serve the proposed Twinbrook Commons development based on the development mixes. As a result, three 10-inch sewer pipe segments located under Metro rail require upgrading to increase capacity to serve the Twinbrook Commons (west) development. The remaining sewer system (Twinbrook Outfall) analyzed has sufficient capacity to meet the development needs.

Public Water

The City of Rockville will provide water service to the western portion of Twinbrook Commons. Rockville's existing water treatment plant, located on Sandy Landing Road in Potomac, is currently under renovation and is being expanded to meet the 1993 Master Plan level of development. The renovation and upgrade program work at the Plant was initiated, and Rockville is authorized by the Maryland Department of the Environment (MDE) to draw a maximum of 12.1-MGD from the Potomac River. The eastern portion of the Twinbrook Commons development is within WSSD and will be served by WSSC.

In 1994, Public Works approved a water distribution study completed by Pitometer Associates. The study contained two separate recommendations that required water main upgrades in the Twinbrook Metro vicinity to improve fire flows. The two recommended projects are the Chapman/Thompson Avenue and Lewis Avenue water main upgrades.

The Chapman/Thompson Avenue project was completed in the fall of 2002, which upgraded 1,700 feet of 8-inch main to a 12-inch main. The Lewis Avenue project, which consists of upgrading 5,000 feet of pipeline from 8-inch to 12-inch water main, has yet to be completed. Public Works is currently conducting field measurements and updating the 1994 computer model to evaluate the fire flows along Chapman Avenue and assess the need for the Lewis Avenue upgrade. The water system analysis is expected to be completed by March 2005. The Lewis Avenue water main upgrade project will be required if the field-testing reveals less than 3,500 gpm and the computer model confirms the need to upgrade the water main based on ISO's fire flow requirement. If it is determined that the upgrade is still needed, Twinbrook Commons will be responsible to contribute 29% of the project's cost, based on the amount of development being served by the upgrade.

The applicant for Twinbrook Commons will design and construct all on-site water distribution lines to service the development. Based on staff's review of the water system, Rockville has adequate facilities to provide service demand volume and street level water pressure as recommended by the American Water Works Association (AWWA). The Washington Suburban Sanitary Commission (WSSC) currently provides water service to the east side of the site to serve the existing development.

WSSC has adequate facilities to provide service demand volume and street level water pressure as recommended by the American Water Works Association (AWWA). However, high-rise buildings may require a fire pump or other means to provide adequate water pressure for fire protection for the upper floors. This will be determined as part of the building permit review process.

Stormwater Management (SWM)

The Department of Public Works (DPW) has approved the SWM concept plan on December 9, 2004. The applicant shall utilize the most recent design and sizing requirements according to the City's SWM regulations and the Maryland Department of the Environment (MDE) guidelines as contained in the latest version of the Maryland Storm Water Design Manual. Three existing ponds located on both sides of the rail system currently provide SWM.

The total site is 26 acres with contributory drainage areas of 82 acres, and is within the Rock Creek watershed. The entire site drains into a twin pipe system located in Ardennes Road. This pipe system outfall into a tributary of Rock Creek east of the intersection of Alsace Lane and Halpine Road. Storage vaults located in various acres under parking garages will provide Stormwater management for quantity control. Stormwater management for quality control will be provided by underground structural filtering practices and underground recharge chambers located throughout the site in either open areas, beneath a parking garage, or underneath the private streets and drive aisles.

The developer is considering the implementation of green roofs on the commercial and retail buildings of the project. The green roofs would be treated as green areas for SWM computations and, therefore, reduce the SWM requirements. The developer is also coordinating with DPW staff to design and implement stream improvements and/or improvements to an existing SWM facility located in a downstream tributary of Rock Creek in lieu of on-site stormwater management facilities. Details of green roofs, off-site stream improvements and/or SWM facility will be incorporated into individual use permit approvals.

Floodplain

The site does not contain a 100-year floodplain as determined by the Flood Insurance Rate Maps and FEMA. However, Rockville's Environmental Guidelines recommends regulating 100-year floodplain that result from a drainage area over 30 acres. Accordingly, Twinbrook Commons must comply with the Environmental Guidelines for 100-year floodplain management. A floodplain variance may be required prior to issuance of DPW permits that allow grading.

Staff recommends conveying the 100-year storm through an underground pipe system, as proposed by the applicant.

Sustainable Design

The applicant is proposing to explore a range of sustainable design strategies for the project. These may include the following:

- Green Roofs
- Daylighting in design
- Utilize environmentally sensitive materials
- Natural systems approaches to stormwater management
- Energy efficiency and LEED Green Building Rating System
- LEED certification for neighborhood development.

The final details of these options will be reviewed during the use permit review process.

Public Art

The applicant will be required to provide publicly-accessible art in accordance with the provisions of Chapter 4 of the City Code. The applicant has issued a proposal to the Musical

Theatre Center to build out a space for the organization, and then supplement the rent rates for the organization for a period of time to be determined.

The location and character of any additional art will be determined during the use permit review process. The applicant has indicated that they will well exceed the requirement under the Ordinance. Under the requirement for art as outlined within the Ordinance, the following calculations were made:

Art in Private Development Requirement for Total Project = \$471,675

Residential - Multi-Family Dwelling Units

Total units 1706 - 225 MPDUs = 1,481 units

First 100 units x \$450 =	\$45,000
Second 100 units x \$337 =	\$33,700
Remaining 1,281 units x \$225 =	<u>\$288,225</u>

Total Residential..... **\$366,925**

Commercial/Retail/Restaurant Uses

545,000 square feet	
First 100,000 sq. ft. x \$.30 per sq. ft. =	\$30,000
Second 100,000 sq. ft. x \$.23 per sq. ft. =	\$23,000
Remaining 345,000 sq. ft. x \$.15 per sq. ft. =	<u>\$51,750</u>

Total Commercial Uses..... **\$104,750**

TRANSPORTATION

This development is proposed adjacent to the MD 355 corridor. The proposed development is consistent with principles of smart growth, including a mix of complementary land uses and strong pedestrian and bike connections adjacent to multiple transit options. This transit-oriented, pedestrian-friendly, mixed-use project relies on transit use and internal trip capture, to absorb some of the traffic congestion.

As a result of the proposed project, traffic generated by the Twinbrook Commons development has a traffic impact as defined by the Comprehensive Transportation Methodology at twelve of the fifteen intersections analyzed in either the AM or PM peak period (all but MD 586/Ardennes, Twinbrook/Ardennes and Edmonston/Lewis).

The Applicant has demonstrated that implementing certain roadway, bike and pedestrian improvements can mitigate the impacts at these 12 intersections according to the requirements outlined in the CTR. Due to the expedited time schedule, staff is currently reviewing the proposed improvements for feasibility.

The Applicant is required to pay approximately \$3,113,750 in County Transportation Impact Taxes. The Applicant will construct staff-recommended roadway and multi-modal improvements to mitigate their roadway impact that will be credited against the County Impact Tax. The phasing of the improvements will be developed and presented with the final list of improvements prior to final PDP approval.

Although it is unlikely that the County Impact Taxes will provide sufficient funding to construct all of the improvements necessary to mitigate all the impacts of this project, Staff recognizes that the portion of the project still under County jurisdiction, pending annexation into the City of Rockville, has already been approved for development by the County, which will result in the same impact on the roadway network adjacent to the site. By facilitating development of the project in the City, the City has the unique opportunity to work with the Applicant to ensure that the physical roadway and multi-modal improvements are constructed to mitigate local impacts, as opposed to the funds going toward general County-wide improvements.

Transportation staff has been reviewing the application and the associated traffic study, and their analysis is attached for review. Conditions of approval regarding transportation have been incorporated into this report.

Road Sections

The applicant has proposed road sections for the various public and private streets associated with the development, and staff is reviewing them. At this stage of the evaluation process, we are continuing to work with the applicant to refine some of the dimensions and easement locations associated with the sections.

PUBLIC NOTICE AND INPUT

The applicant conducted significant public outreach and received substantial public input regarding the design of this project, incorporating those comments into the final plan submittal. A list of the various aspects of the plan that were changed to reflect the public outreach was listed earlier in this report. A list of the various meetings conducted during the review of this project is attached (see Attachment 7).

Postcard notice of the proposed PDP application and Planning Commission meeting date were sent to approximately 1,340 residences and businesses. In addition, post cards were sent to all civic associations in the neighborhoods surrounding the project.

STAFF RECOMMENDATION

Approval is recommended, subject to the following conditions:

1. Use Permits submitted to implement the PDP must be consistent with the approved PDP plan. Minor reallocations of floor area or uses may be allowed at the Use Permit stage, within the overall development envelope approved in the PDP.

2. Streets and sidewalks that function like a public street must be designed, constructed and permitted according to the Department of Public Works (DPW) standards. Design waivers may be required to accommodate possible reduced building setback. These streets and sidewalks must be covered by an easement agreement that requires public access to be maintained at all times. The agreement must also stipulate that the street be maintained according to DPW standards. Water, sewer and storm drain shall be allowed under the street pavement. Other utilities to be located outside the street section in a PUE.
3. Abandonments (existing easements and right-of-way) shall be coordinated with the City and WMATA.
4. Applicant shall mill and overlay Ardennes Avenue from Twinbrook Parkway to the western limit of their site
5. Payment of the County's Development Impact Tax, as applicable prior to the issuance of building permits.
6. The Applicant must construct a transit center (minimum 2,000 s.f.) for use by Twinbrook Commons, City and Regional staff to implement transportation demand management programs and provide transit services and information. The center must have both public and private areas. City staff will work with the Applicant on the design and location of the facility. The facility shall be leased to the City for 99 years for \$1.00/year.
7. The Applicant and the City must enter into a Trip Reduction Agreement prior to the issuance of first building permits. All fees and costs associated with the Trip Reduction Agreement shall be the sole responsibility of the Applicant, and may not be credited in whole or in part against the County Impact Tax.
8. Applicant shall construct roadway and multi-modal improvements as directed by DPW Staff. These improvements will be linked to the dollar equivalent of the County Impact Tax. The phasing of the improvements will be developed and presented with the final list of improvements prior to final PDP approval.
9. Safe and adequate access for all modes of transportation must be provided throughout all phases of development.
10. The following dimensions must be maintained for roadway cross-sections in coordination with DPW, unless explicitly approved as part of a road section:
 - Seven-foot parking lanes
 - 11-foot travel lanes
 - 14-foot travel lanes for one-way streets
 - Five-foot bike lanes
 - Minimum eight-foot unobstructed pedestrian ways

11. Plans and computations for sediment control, SWM and road/pedestrian access (privately maintained), Rockville water and sewer must be reviewed and approved by Rockville DPW.
12. Applicant must submit a detailed phasing plan for review and approval by City staff prior to implementing the first Use Permit. Phasing Plan must include:
 - Vehicular and pedestrian traffic across plus maintenance.
 - Provide SWM and forestry supporting the level of development at each phase.
 - Provide sufficient parking capacity to support each phase of development.
 - Interim site layout must be received with the detailed Phasing Plan.
13. Water and sewer mains in the WSSD shall be owned and maintained by WSSC. Easements must be created for all water and sewer mains.
14. A comprehensive district/entity for private infrastructure maintenance must be created.
15. All storm drains are to be privately maintained.
16. Applicant shall comply with all conditions detailed in the SWM concept approval letter dated December 9, 2004.
17. Applicant must address the issue of sewage transmission capacity constraints at the time of Use Permit review. No building permits will be issued until the WSSC certifies that adequate transmission capacity is available.
18. Building designs should incorporate green building and LEED energy efficiency standards.
19. A Forest Conservation Plan (FCP) is required to be submitted for this site for approval by the City Forester. It is anticipated that all of the tree preservation and planting requirements of the FCP can be met on site.
20. All utilities to be underground or within buildings, as directed by the Department of Public Works.
21. Provide public art in accordance with the provisions of Chapter 4 of the Code.
22. Applicant will contribute 29% towards the design and implementation of Lewis Avenue water improvements, as delineated in the 1994 Pitometer Report for the City water distribution study. This work consists of upgrading the 8" water main to 12" in Lewis Avenue from Halpine Road to Edmonston Drive. The City is currently completing a new study of the water distribution network in this area. This requirement may be waived as modified based upon the updated study. Details of the contribution shall be finalized during the use permit process. It is anticipated that the total cost for the project will not exceed \$1 million.

CONCLUSION:

Staff believes that this application complies with all of the goals established by the City Master Plan and the County Master Plan recommendations. Staff notes that the applicant has conducted significant public outreach, which has resulted in significant changes to the plan that reflect the input of the communities most affected by the development. Staff believes that this plan is a transit friendly development that will be an appropriate addition to the existing residences and businesses in the Twinbrook area.

Staff recommends approval of PDP2004-00009, with the conditions noted above.

sep/

Attachments:

1. PDP Land Use Concept Plan
2. Development Plan per Block
3. Aerial Photograph
4. Proposed Text Amendment Language
5. Traffic and Transportation Division Memo
6. Proposed Street Sections
7. List of Applicant's Meetings for Outreach Efforts

Block	A	B	C1	C2	D	E	F	G	East Side Total	West Side Total	Grand Total
Uses	Residential, Retail, Structured Parking	Office, Retail, Structured Parking	Residential, Retail, Structured Parking	Residential, Retail, Structured Parking	Residential, Retail, Structured Parking	Residential, Retail, Structured Parking	Residential, Retail, Structured Parking	Residential, Retail, Structured Parking			
Residential Dwelling Units	444	-	173	110	153	390	103	327	1256**	444	1700***
Non-Residential											
Use Floor Area (ground floor only)											
- Restaurant, Retail, Health Club, Grocery Store	50,000 S.F.	30,000 S.F.	10,700	0	10,500 S.F.	44,200 S.F.	9,000 S.F.	65,600 S.F.	140,000 S.F.	80,000 S.F.	220,000 S.F.***
- Office	-	325,000 S.F.	-	-	-	-	-	-	-	325,000 S.F.	325,000 S.F.
WMATA Facilities											
- Parking Spaces	-	408	-	-	743	-	-	-	743	408	1,151
- Bus Spaces	-	3	-	-	8 + 5 layover	-	-	-	8 + 5 layover	3	11 + 5 layover
Parking (private)*	708	907	223	121	201	562	140	557	1,804	1,615	3,419

* See Note #12.

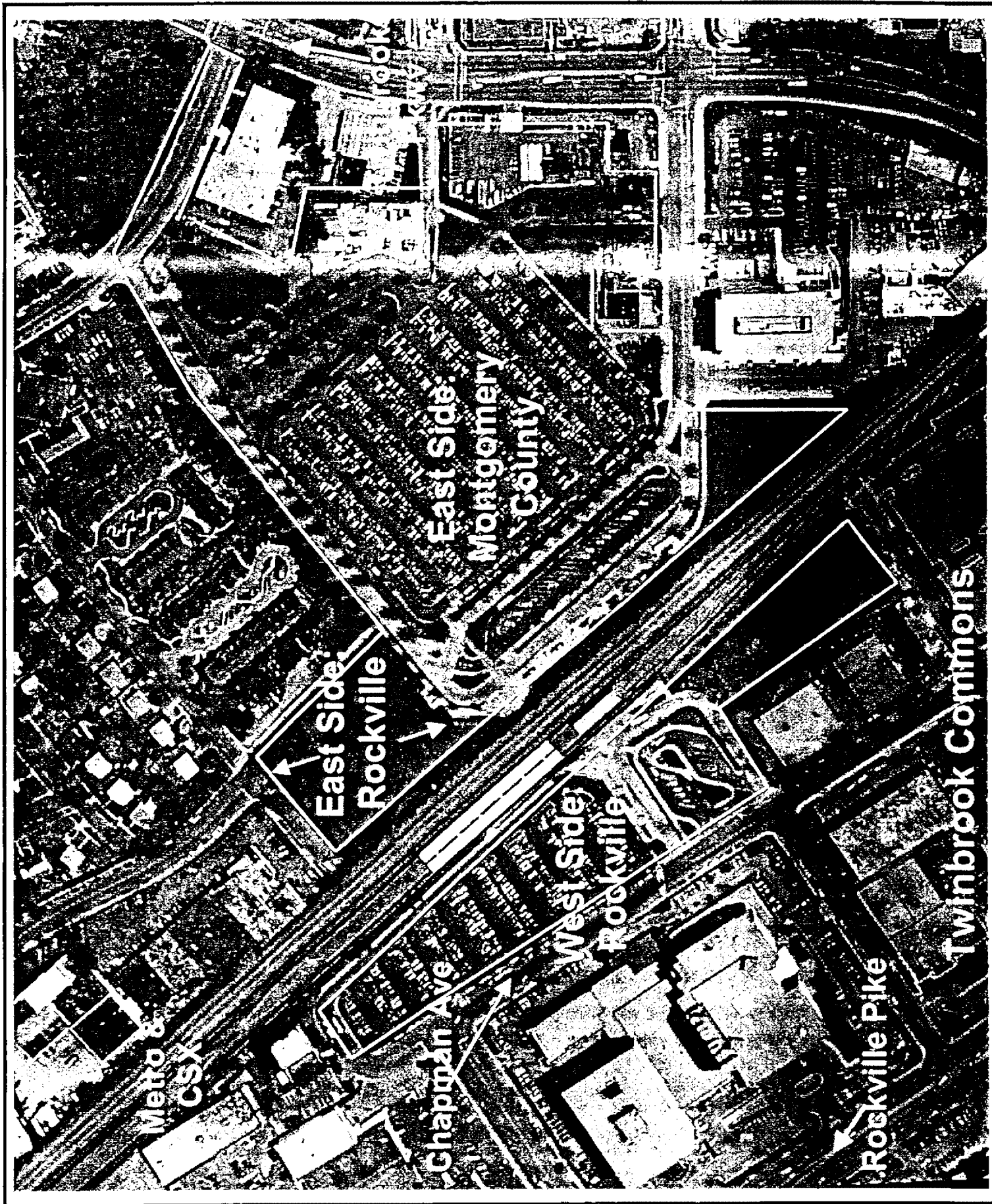
** In lieu of up to 150 residential units, up to 150,000 S.F. of office use may be substituted

*** A portion of ground floor retail may be converted to residential and/or live-work units, up to 110,000 S.F.

ATTACHMENT 2

(19)

~~(20)~~



ATTACHMENT 3

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~~21~~

Amend Article XIV Rockville Pike Corridor Area to add new section as follows:

Sec. 25-710-28. Preliminary Development Plan Optional Method of Development.

Use of the Preliminary Development Plan optional method of development is a voluntary option and an alternative to Section 25-710.27 for large tracts of land in the RPC Zone located within close proximity to a WMATA Metro Station, where multiple buildings are planned to be developed over a long period of time. The Preliminary Development Plan Optional Method is intended as an alternative to the optional method set forth in Section 25-710.27. Submission of an application under the optional method commits the applicant to a greater degree of development control authority by the Mayor and Council. The Mayor and Council may grant additional building height and flexibility where a development complies with more extensive standards of urban design review and traffic impact review and mitigation. Any development that receives approval may exceed the normal building height and F.A.R. specified in Table III contained in Section 25-311 of this chapter, provided that in no event shall the resulting building exceed the maximum height and F.A.R. specified in this section. Developments submitted for approval under the optional method of development shall be subject to the following modifications and requirements:

(1) All land processed under this Preliminary Plan Optional Method must be located within 1,200 feet of a main pedestrian portal of a WMATA Metro Station;

(2) A minimum area of ten (10) acres shall be required for applications under the Preliminary Development Plan Optional Method;

(3) All applicants shall prepare and submit a traffic impact study and shall provide mitigation of traffic impacts which may be acceptable to the Mayor and Council. All traffic mitigation efforts and traffic obligations to be required by an applicant shall be identified in full at the time of Preliminary Development Plan approval. For purposes of this Section, a determination of adequate public facilities is timely and remains valid for twelve (12) years from the date of the approval of a Preliminary Development Plan. The Mayor and Council may extend the validity period of the adequate public facilities determination prior to its expiration for good cause, taking into consideration the extent to which the project is completed and the degree of development activity that has occurred within four years of the extension request;

(4) All developments shall comply with the urban design review process for the Rockville Pike Corridor Area as contained in the Plan in connection with Use Permit approval;

ATTACHMENT 4

(21)

X

(5) All buildings abutting off-site residential land developed with single family detached units shall provide a minimum side and rear set back of one (1) foot for every three (3) feet of height;

(6) The Preliminary Development Plan area must contain a mix of uses, including residential and commercial components. Ground floor retail uses must be provided in at least ten percent of the Preliminary Development Plan areas' ground floor space that has street frontage. Nothing herein shall preclude parking structures from occupying ground floor space, provided that at least 70 percent of the street frontages of all of the parking facilities within the Preliminary Development Plan area are concealed by a separate occupiable building. For purposes of this subsection, the 70 percent calculation shall be based on the total street frontage of all parking structures. The Mayor and Council may authorize modification to this use requirement where the strict application would result in practical difficulty or unnecessary hardship upon the owners. Developments shall not be subject to the use requirements of Section 27-710.21;

(7) All developments shall provide a system of public pedestrian ways linking elements of the development with neighboring properties and the WMATA Metro Station;

(8) Additional heights may be authorized, as follows: 1) commercial building height of one hundred ten (110) feet, except that a maximum of one hundred seventy (170) feet may be permitted for a commercial building located at least 300 feet from a single family detached residential property; and 2) additional residential building height of one hundred forty-five (145) feet; except that a maximum of one hundred seventy (170) feet may be permitted for a residential building located at least 300 feet from a single family detached residential property.

(9) All developments that provide right-of-way or easements for public streets or pedestrian ways may include the area of such right-of-way or easements in the net development area for the purpose of calculating F.A.R.;

(10) Development densities may be shifted within the Preliminary Development Plan gross tract area but in no event shall the commercial F.A.R. as calculated based on the gross tract area exceed 1.0 F.A.R.;

(11) Optional method approval shall be as provided for in Section 25-683 herein, except that the Mayor and Council and not the Planning Commission shall be the sole authority with respect to the final approval of the RPC Preliminary Development Plan Optional Method, upon recommendation by the Planning Commission. All Use Permits within the Preliminary Development Plan area shall be approved by the Planning Commission;

(12) Within the Preliminary Development Plan area, the office and retail parking space quantity requirements governing the Rockville Pike Corridor Area as set forth in Section 25-710.27 (9) (a) and (b) shall apply. The parking space requirements for all other uses shall be as provided for in Section 25-395, except the minimum parking space requirements for residential uses for multi-family dwelling units shall be as follows: For each dwelling unit with one separate bedroom or less, one (1) space; for each dwelling unit with 2 separate bedrooms, one and one quarter (1¼) spaces; for each dwelling unit with 3 or more separate bedrooms, two (2) spaces;

(13) Parking required in connection with the approval of a Use Permit need not be located within the boundaries of the subject Use Permit but must be located within the Preliminary Development Plan area;

(14) All developments shall be subject to the parking design standards set forth in Article IX, Division 2, except that the parking space design standards for parking spaces within a WMATA controlled garage intended for Metro Station commuter parking shall be governed by the design standards approved and adopted by WMATA as follows:

(a) Each automobile parking space shall be a rectangle not less than eight and one-half (8½) feet wide and eighteen feet long;

(b) The width of interior driveways shall not be less than twenty-four (24) feet when used with seventy (70) to ninety (90) degree angled parking;

(15) Shadow studies generally based on the methodology set forth in the Rockville Pike Neighborhood Corridor Plan shall be approved by the Mayor and Council in connection with its approval of the Preliminary Development Plan and shall seek to minimize the impacts of shadows on surrounding off-site single-family residential units;

(16) All developments that abut Rockville Pike shall provide a landscaped berm, walkway, splash block treatments and building landscaping along the Rockville Pike frontage in substantial accordance with the Rockville Pike Streetscape guidelines contained in the Plan.

(17) The Mayor and Council may, in connection with the approval of a Preliminary Development Plan, approve housing for the elderly and physically handicapped. Such approval by the Mayor and Council shall eliminate the requirement to obtain special exception approval for housing for the elderly and physically handicapped as provided for by Section 25-296.

December 8, 2004
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City of Rockville

MEMORANDUM

December 8, 2004

TO: Scott Parker, Planner III

FROM: SM Sandra Marks, Civil Engineer I, Traffic & Transportation Division

VIA: Larry Marcus, Chief, Traffic & Transportation Division *ym*
Mark Wessel, Civil Engineer III *MW*

SUBJECT: Transportation Staff Report
Twinbrook Commons, PDP2004-00009

This memorandum presents the Traffic and Transportation Division's recommendations on the subject development application, PDP2004-00009. These recommendations incorporate and address comments and concerns expressed by City and County staff, and the Applicant as part of the review process. Comments from the Traffic and Transportation Commission will be provided after their meeting on December 14, 2004.

SITE ANALYSIS:

The proposed development program consists of 1,700 multi-family dwelling units, 220,000 s.f. of retail and 325,000 s.f. of office. The proposed project is generally located east of Rockville Pike and north of Twinbrook Parkway on both the east and west sides of the Twinbrook Metro station and CSX tracks. Access to the site is from Ardennes Avenue, Twinbrook Parkway and Parklawn Drive on the East and Chapman Avenue on the west. This project will be replacing the existing WMATA parking at a replacement rate of one for one parking space.

Roadway Network Analysis

The focus of the study included the following intersections:

1. MD 355/Montrose Road

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2. MD 355/ Twinbrook Parkway
3. MD 355/ Halpine Road
4. MD 355/Bou Avenue
5. MD 355/Edmonston
6. Parklawn Drive/Randolph Road
7. MD 586/ Ardennes Avenue
8. MD 586/ Twinbrook Parkway
9. MD 586/ Aspen Hill
10. Twinbrook Parkway/Ardennes Avenue
11. Twinbrook Parkway/Fishers Lane
12. Twinbrook Parkway/Parklawn Drive
13. Rollins Avenue/E. Jefferson Street
14. Chapman Avenue/Twinbrook Parkway
15. Edmonston Drive/Lewis Avenue

These intersections were studied for three different scenarios (1) Existing Year Traffic Conditions; (2) Background Traffic Conditions; and (3) Total Future Traffic Conditions.

The trip generation for the site is outlined below:

	<u>AM</u>	<u>PM</u>	<u>SAT</u>
1,700 DU	437	433	509
220,000 retail	193	490	988
325,000 office	335	358	79
Total	965	1,281	1,576

Note- these numbers assume an average 35% and 24% transit reduction for all uses in the AM and PM peaks respectively.

This development is proposed in the Twinbrook neighborhood adjacent to the MD 355 corridor. The proposed development is consistent with principles of smart growth, including a mix of complementary land uses and strong pedestrian and bike connections adjacent to multiple transit options. This transit-oriented, pedestrian-friendly, mixed-use project relies on transit use and internal trip capture, to absorb some of the traffic congestion.

Traffic generated by the Twinbrook Commons development has a traffic impact as defined by the CTR Methodology at twelve of the fifteen intersections analyzed in either the AM or PM peak period (all but MD 586/Ardennes, Twinbrook/Ardennes and Edmonston/Lewis).

The Applicant has demonstrated that implementing certain roadway, bike and pedestrian improvements can mitigate the impacts at these 12 intersections according to the requirements outlined in the CTR. Due to the expedited time schedule, Staff is currently

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reviewing the proposed improvements for feasibility and will have a final list of recommended improvements prior to PDP approval.

The Applicant is required to pay approximately \$3,113,750 in County Transportation Impact Taxes. The Applicant will construct staff-recommended roadway and multi-modal improvements to mitigate their roadway impact that will be credited against the County Impact Tax. The phasing of the improvements will be developed and presented with the final list of improvements prior to final PDP approval.

Although it is unlikely that the County Impact Taxes will provide sufficient funding to construct all of the improvements necessary to mitigate all the impacts of this project, Staff recognizes that the portion of the project still under County jurisdiction, pending annexation into the City of Rockville, has already been approved for development by the County, which will result in the same impact on the roadway network adjacent to the site. By facilitating development of the project in the City, the City has the unique opportunity to work with the Applicant to ensure that the physical roadway and multi-modal improvements are constructed to mitigate local impacts, as opposed to the funds going toward general County-wide improvements.

The Applicant will be required to enter into a Trip Reduction agreement with the City in order to achieve the trip reductions assumed in their traffic study (35% and 25% in the AM and PM peaks respectively). This agreement will include Transportation Demand Management (TDM) fees that will be used to implement programming and subsidies to reduce single-occupancy-vehicle (SOV) trips. It should be noted that if the project develops within the County these fees will be credited against the County Impact tax, if the development is approved in Rockville, the TDM fees and the Trip Reduction agreement will be in addition to the County Impact Tax.

Access and Circulation

A: Passenger Vehicle: There are access points to the site proposed off of Chapman Avenue on the west side of the project, and Ardennes, Twinbrook and Parklawn on the east side of the project. On-site access and circulation consists of a network of private roads. There is no direct vehicular access to Lewis Avenue from the site as requested by the community.

B: Heavy Vehicle (Truck & Bus): Staff will be reviewing truck circulation through the site and adequacy of loading areas through the USE permit process.

C: Pedestrian/bicycle access: The orientation of the site is designed to create a bike, pedestrian and transit friendly environment. Following the principles of Transit Oriented Development, the Applicant is proposing a pedestrian friendly environment with ample sidewalks. The applicant has proposed a number of bicycle and pedestrian improvements. Staff recommends that the Applicant provide internal bicycle connections in addition to the bicycle facilities on the perimeter of the site.

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In order to encourage and accommodate bicycle commuters to the site, the Applicant shall provide bicycle lockers and racks to accommodate the retail and residential uses. Staff will continue to work with the Applicant through the USE permit process to ensure that there are adequate pedestrian and bicycle connections to and within the site.

The CTR requires the applicant to identify missing sidewalk links from the site to three activity centers within .45 miles of the site for a project of this size in a Transit Oriented Area. The Applicant is required to construct a sidewalk on Bouic Avenue from the site to the Rockville Pike Corridor and on the south side of Brooke Drive between Lewis Avenue and Rockland Avenue as a requirement of the CTR.

D: Transit access: The site is served by the Twinbrook Metrorail station as well as a number of buses adjacent to the site on both the east and west sides of the Metrorail station. As required by the CTR, the Applicant shall construct bus shelters at all bus stops on their frontage that do not currently have bus shelters (two on Chapman Avenue at Thompson, one on the north side of Twinbrook Parkway between Parklawn and Fishers Lane and one on the east side of Ardennes between Halpine and Twinbrook Parkway). The Applicant will be required to contribute \$26,000 for the installation of these four bus shelters along their site frontages. In addition, the Applicant will be required to enter into a Trip Reduction Agreement prior to the issuance of the first building permits.

The Applicant will construct a transit center (minimum 2,000 s.f.) for use by Twinbrook Commons, City and Regional staff to implement transportation demand management programs and provide transit services and information. The center will have both public and staff areas. City staff will work with the Applicant on the design and location of the facility.

Traffic and Transportation Commission:

Per the recently approved CTR guidelines, this development and mitigation package will be presented to the T&T Commission for comment and input at their December 14th meeting.

The following conditions of approval will be incorporated into subsequent USE permits associated with this application:

1. Applicant shall contribute, prior to issuance of building permits, a monetary contribution of \$26,000.00 for the implementation of four bus shelters to be located as follows: two on Chapman Avenue at Thompson, one on the north side of Twinbrook Parkway between Parklawn and Fishers Lane and one on the east side of Ardennes between Halpine and Twinbrook Parkway. This contribution will be incorporated into the Bus Stop Beautification CIP.
2. The Applicant shall construct five-foot sidewalks on the south side of Bouic Avenue from Chapman Avenue to MD 355 and on the south side of Brooke Drive between Lewis Avenue and Rockland Avenue as a requirement of the CTR, per DPW requirements and prior to the issuance of the first occupancy permits.

3. All internal and external traffic control devices (i.e., signs, signals, marking, and devices placed on, over or adjacent to a roadway or pathway to regulate, warn, or guide pedestrians and/or vehicular traffic) shall comply with the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD). A signing and pavement-marking plan shall be submitted to the Department of Public Works and approved by the Chief of Traffic & Transportation before the issuance of a Public Works Permit.
4. Applicant shall provide bicycle lockers or bike storage room for residential uses and bike racks for retail uses at locations approved by the Department of Public Works. The number of bicycle storage facilities will be determined with staff and the applicant through the USE permit process.

CONDITIONS OF APPROVAL:

Based on our review, which took into account the needs of motorists, bicyclists, pedestrians and transit users, and in order to mitigate the potential transportation impacts, City Staff recommends the following conditions of approval for the subject development application, PDP2004-00007:

1. The Applicant must construct a transit center (minimum 2,000 s.f.) for use by Twinbrook Commons, City and Regional staff to implement transportation demand management programs and provide transit services and information. The center must have both public and staff areas. City staff will work with the Applicant on the design and location of the facility. The facility shall be leased to the City for 99 years for \$1.00/year.
2. The Applicant and the City must enter into a Trip Reduction Agreement prior to the issuance of first building permits. All fees and costs associated with the Trip Reduction Agreement shall be the sole responsibility of the Applicant, and may not be credited in whole or in part against the County Impact Tax.
3. Applicant shall construct roadway and multi-modal improvements as directed by DPW Staff. These improvements will be linked to the dollar equivalent of the County Impact Tax. The phasing of the improvements will be developed and presented with the final list of improvements prior to final PDP approval.
4. Safe and adequate access for all modes of transportation must be provided throughout all phases of development.
5. The following dimensions must be maintained for roadway cross-sections in coordination with DPW, unless explicitly approved as part of a road section:

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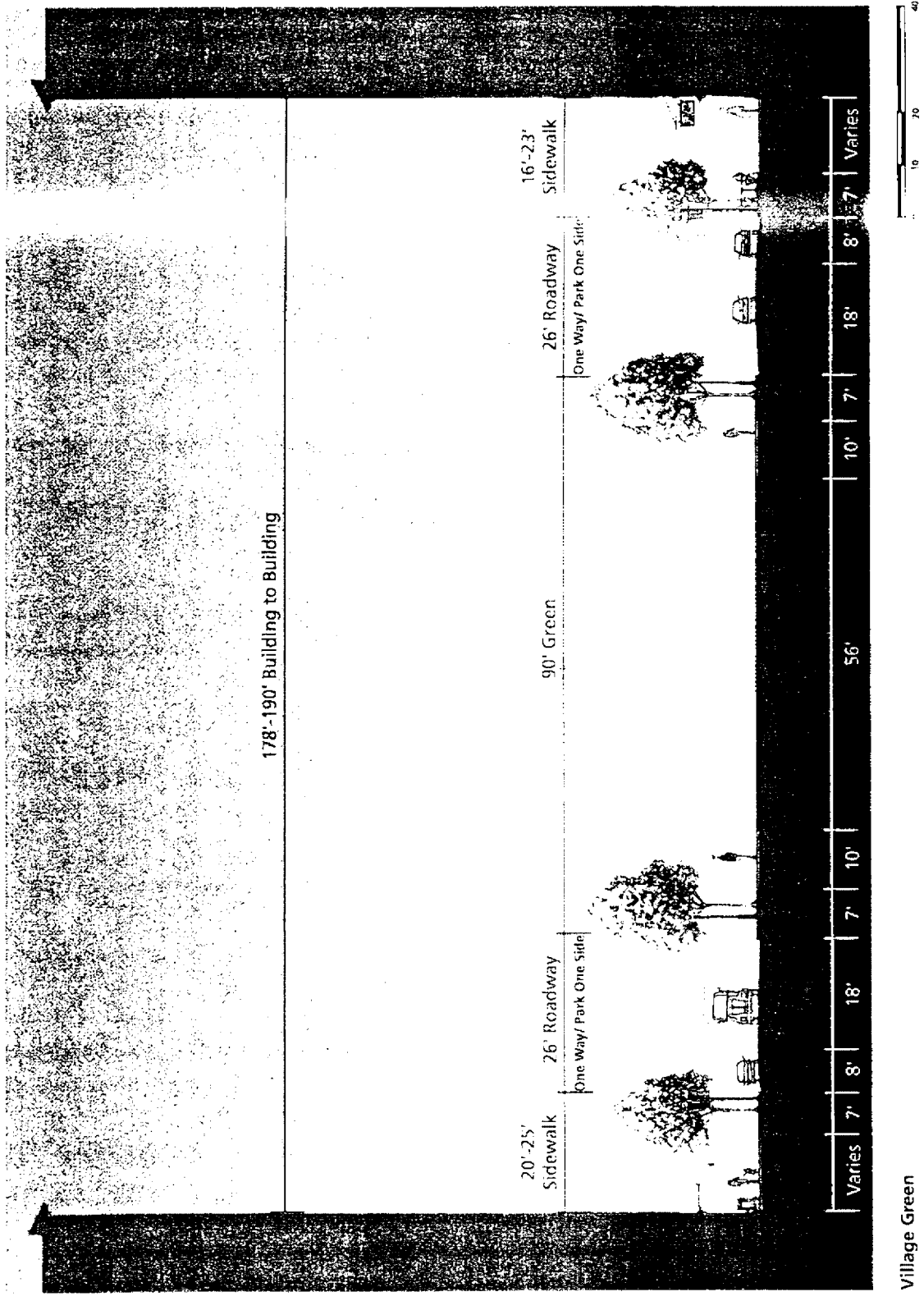
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- a. Seven-foot parking lanes
- b. 11-foot travel lanes
- c. 14-foot travel lanes for one-way streets
- d. Five-foot bike lanes
- e. Minimum eight-foot unobstructed pedestrian ways

cc: Eugene H. Cranor, Director of Public Works
Robert Spalding, Chief of Planning
Susan Straus, Chief Engineer/Environment

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ATTACHMENT 6



Village Green

Sheet 2 of 2 - Village Green, Inc. 11/18/2004 (Rev. 11/18/2004) and 11/18/2004 (Rev. 11/18/2004)

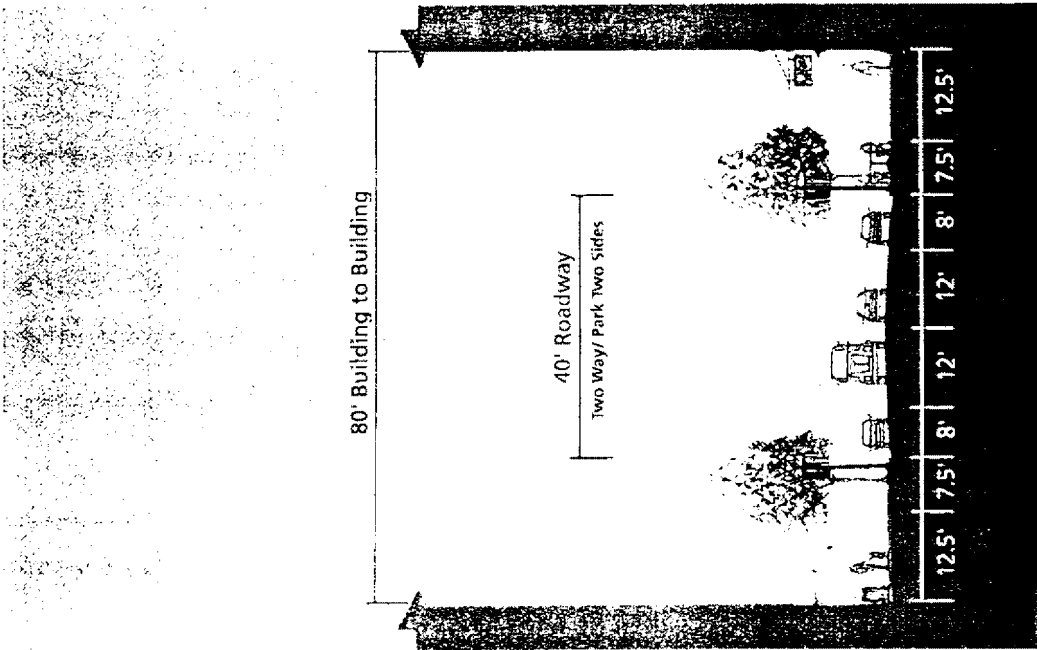
Street Section

TWINBROOK COMMONS, LLC
FOR J. GALLAS AND PARTNERS

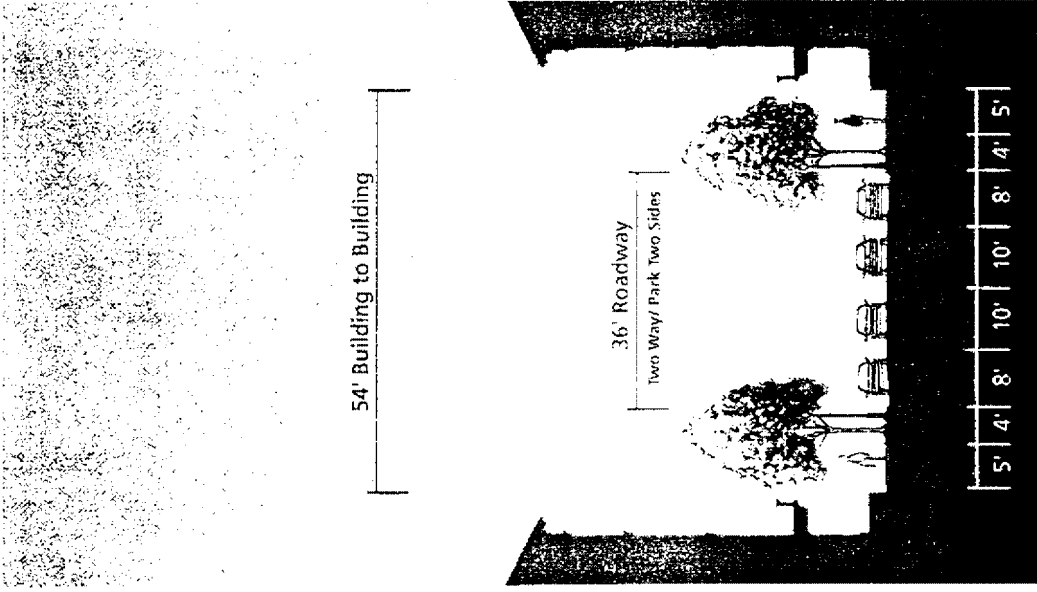
TWINBROOK COMMONS

November 29, 2004

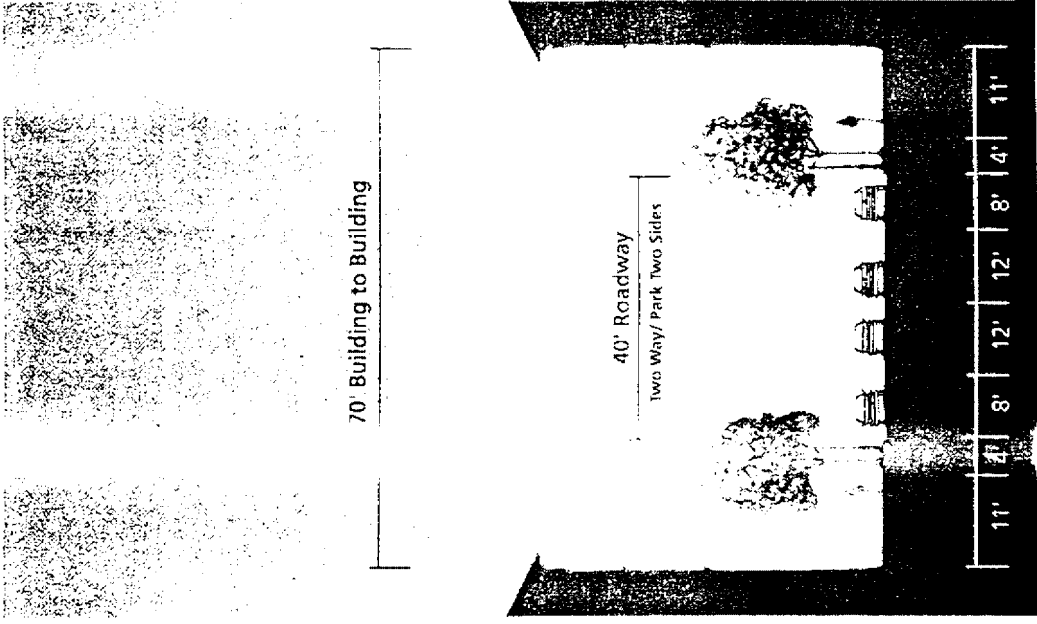
TWINBROOK COMMONS



Fishers Lane



Street A



Streets B & C

City of Fairfax, Virginia | 1000 Westgate Drive, Suite 100, Westgate, Virginia 22091

Street Sections

TWINBROOK COMMONS, LLC
FORT CARROLL PARTNERS

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TWINBROOK COMMONS

November 29, 2004



**Twinbrook Commons
Community Outreach Efforts**

I. Charette

Three-day Charette – Participants included Applicant, WMATA, City of Rockville, M-NCPPC Staff, County Officials, TCA leadership, Twinbrook residents, other interested citizens

September 21-23, 2000

II. Meetings

Focus Group meetings in preparation for Charette

August 2000

Meeting with Bob Pittman, Randy Gentry and John Tyner

November 20, 2002

Meeting with Cambridge Walk

December 2002

Mayor and Council Briefing

April 14, 2003

Cambridge Walk II HOA

April 23, 2003

TCA Meeting

April 29, 2003

TCA Meeting Presentation

July 29, 2003

TCA Executive Committee
Reaffirmation of Support

September 3, 2003

Mayor and Council Briefing

September 22, 2003

WMATA Public Hearing on
Infrastructure

January 2004

WMATA Public Hearing

January 21, 2004

TCA Meeting

February 24, 2004

Mayor and Council Worksession

March 29, 2004

TCA Meeting

July 27, 2004

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Walking Tour with Twinbrook
Community
TCA Meeting

August 16, 2004

September 28, 2004

Joint Worksession Mayor and Council
and Planning Commission

October 11, 2004

Cambridge Walk II HOA

October 18, 2004

TCA Meeting

October 26, 2004

Walking Tour with Planning
Commission

November 23, 2004

TCA Meeting

December 30, 2004

III. Other Outreach Efforts

Provide updates in the Twinbrook Voice

Website with Frequently Asked
Questions to provide community with
up-to-date information

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